Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **1249** **Const Calendar Day:** 822 **Date:** **04-Sep-2014** **Thursday**
Inspector Name: **Brignano, Bob** **Title:** **Transportation Engineer**
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** overcast am, clear pm

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

The status of the 2 test rigs in this current phase of the Townsend Test (Test IV) is as follows:
Rod 18 (Dry 2008 Rod, ID S1-A7, Bottom): At 0.80 Fu
Rod 19 (Dry 2008 Rod, ID S2-H6, Bottom): At 0.80 Fu

ABF Engineer Kelvin Chen is working part time in the office on CCO 314.

There is limited work in the field today on CCO 314. TR's 18 & 19 are currently under load, and today is not a tensioning step day. ABF is working in the field at the Pier 7 warehouse area, working an 8-hour shift 0700 through 1530. A pallet arrives ~1100, an ironworker or operator spends a few minutes to unload a pallet from a delivery truck with CCO 314 material – pallet for CT-METS with remnant rod pieces from lab testing of the rods in previous phases of the Townsend Test (Test IV). ABF does not charge this minor amount of time on CCO 314. The non-CCO 314 operations elsewhere at the Pier 7 warehouse area are not covered by this diary.

VGO is working offsite to produce the morning and evening data reports. Dave Van Dyke is in Oregon in the morning, and flies to the Bay Area in the afternoon, so that he is here for tomorrow's scheduled tensioning day.

Today, a pallet arrives for CCO 314. This is a pallet with A354 Grade BD material that was previously sent to a lab for testing and is now being returned from the lab to the jobsite for storage. This A354 Grade BD material is from previous phases of the Townsend Test. This pallet is for CT-METS but because CT does not have the ability to unload a delivery truck with a forklift at the office trailers, it is being sent to ABF to unload. This is the second of two pallets expected this week (first pallet arrival was yesterday 9/3/2014). The pallet is from the Exova Lab in Chicago. The pallet arrives ~1100 and is unloaded from the delivery truck by ABF ironworkers with a forklift. Later in the day between ~1300 and ~1330, CT-METS (Saied Khan) and I unpack the pallet and move the contents to the CT-METS trailer for sorting, repackaging, and storage.

A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Of the 20 pieces, 16 are installed in test rigs and 4 are spare/extra k-rail.

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used.
The crane mat and 12x12's quantities are as follows:
1 each 4'x20' crane mat (1 x 80 LF)
1 each 5'x19' crane mat (1 x 95 LF)
2 each 5'x20' crane mats (2 x 100 LF)
2 each 5'x16' crane mat (2 x 80 LF)
~64 LF additional 12x12's
Total 12x12's quantity = 599 LF ~ 600 LF

The agreed extra work with ABF is as follows:
12x12 timber - 600 LF
See the attached Extra Work Order - Signed with ABF for CCO 314 work